1: Drew G-3 (1862-1872) 1875 AV1 Kashmir AV1

175 He sent word to the Raja to forward the refugee to him as a prisoner. This the host declined to do, but it became necessary for Shāh Shuja' to leave his protector for fear he should bring about his ruin. The advance on Kashmir probably was in 1815; the retirement from Kishtwār in 1816. Crossing the snowy range to Zānskār, and marching along at the back of it, Shāh Shuja' came over into Kulū, and made his way down to Ludhiāna, the British frontier post. From the time he reached that place till his death his strange fortunes make part of British history.

KISHTWAR TO PADAR.

133 We will now trace the Chīnāb still farther up, into the district which bears the name of Pādar. In doing this we shall get among mountains of a different character from those hitherto described, too lofty to be classed as "Middle Mountains;" but it will be more convenient to follow the river into this higher part of its valley now than to break off on account of its not strictly coming under the heading of this chapter.

It has been said that this Chīnāb river flows in a deep hollow many hundred feet below the Kishtwār plateau. A road from Kishtwār to Kashmir crosses the river just above the junction of the Wardwan stream, which flows in from the north. The level of the junction I made to be about 3600 feet. Above the junction, for some hundred yards, the Chīnāb comes through a narrow channel in the rock, only 60 feet wide, flowing smoothly and 491 slowly, with doubtless a great depth of water. The rise and fall between winter and summer is about 30 feet. It is here bridged in a way that is often adopted among these high mountains for the larger rivers. There is a suspension bridge of simple construction. First of all, a dozen or more ropes, more than long enough to span the river, are made of twisted twigs, commonly of the birch, but other trees or shrubs are used as well; each of these ropes, rough, with the cut ends of the twigs projecting, is about of that thickness that it can just be spanned with the finger and thumb. These are collected into three groups, each group of four or more ropes loosely twisted together; one of these cables is

1; Drew G-3 (1862-1872) 1875 AVI Kashmir AVI

hung across for one's footing; the other two, a yard above it, one on each side, are for one to steady one's self by. The passage of these rope bridges (which go by the name of *Jhūla*, that is to say, a swing) is usually not difficult; still, for some people, the seeing a torrent roaring beneath the feet, with only a few twigs for support, is nervous work; when, with a bridge of large span, there is a high wind that sways it to and fro it is really difficult to those unused, and even to those used to the work if they have to carry a load. Traffic is sometimes stopped for some hours by reason of the wind. The greatest span of a bridge of this sort that I have known is about 300 feet. The one at Rondū I measured, and found to be 370 feet in the curve.

It will be understood that four-footed beasts cannot cross by these bridges: in this case by Kishtwār, ponies are swum across, aided by a rope held by a man who leads it across the bridge. This is a dangerous business for the animals, and it often leads to losses, for one mistake or a little hesitation will cause them to be drowned. I have met with one exception to the rule of four-footed animals not crossing these bridges. I knew a dog who commonly followed his master over them; it was a spaniel of English extraction that belonged to the Thānadār of Zānskār: he would deliberately, slowly, walk along the rough twig-ropes, steadying himself at every step; even when the bridge was swaying in the wind he never lost his nerve.

Such a bridge as this is renewed every three years, if before that it is not carried away by any unusual flood.*

Following the river up towards Pādar, we get at once among high rocky mountains.

The road takes a shorter way than the river, rising over the last spur. It is four days' march from Kishtwār to Atholi, in

* About Muzafarābād the ropes composing the Jhūlas are made of buffalo-hide. In some parts of the Chīnāb Valley another sort of bridge is in use; it is called *Chīā*, which may be translated "haul-bridge;" a smooth rope of several strands is hung across, and on this traverses a wooden ring, from which hangs a loop in which one seats one's self; by another rope the ring and all are pulled across; down the curve the passage is quick, but the pulling up is a slow process, sometimes interrupted by the breaking of the hauling rope, when the passenger is left swinging in the middle.

1: Drew G-8 (1862-1872) 1875 AV1 Kashmir AV1

133+ was loamy and nearly free from stones, but now, coming up northwards and again nearing their edge, we get on pebbly ground, and soon, from a gravelly bank, we look across the Chināb River on to the fort and town of Akhnūr.

491 The river is at this time swollen with the melting snows. Every day of bright sunshine on the higher mountains makes itself felt, raises the level of the water and widens the spread of it, and increases the force of the current. The passage across by the ferry-boat comes to be a serious matter; scores of people, who have been waiting hours for the opportunity, rush in on her coming to the bank, and with the cattle, ponies, and camels that have been forced on board over the bulwarks, soon fill her to overcrowding. When she puts off, weighed down and unmanageable as she is, the force of the current carries her a good half mile away in crossing the few hundred yards. Then, emptied of her freight, the boat is laboriously tracked up again for another trip. Two such journeys each way is as much as can be done in the day's work.

712 361 The appearance of Akhnūr from the left bank of the river is striking. The chief object is the fort, of which a sketch is given. It is a building of lofty walls enclosing a square of over 200 yards, with one entrance gate by the river and another on the land side. The walls are crowned with battlements of the same form as one sees in the Mughal forts throughout Hindostān. The fort was built 90 or 100 years ago by Miān Teg Singh, who held under Jummoo a jāgīr, here and at Sol, a place in the hills a few miles off. It is now occupied by troops of the Central Government, but the same family, descendants of Teg Singh, retain some of the estates and have their house in the town below.

361 Akhnūr is but just below where the river struggles out of the hills, and just above that part of the plains where the ground is so little above its surface that the channel divides into many. The town is built on a terrace above the river, which is overlooked by a few houses of the better sort, while the part behind is mean and dirty.

A little above the fort, on the slope of the river bank, are found traces of a former city; one sees large well-made bricks on

CHAPTER FOURTEEN

The States and Cities of Poonch and Jammu

To the south—slightly east—of Gilgit lies the State of Poonch, which sits between the Kashmir Valley and Pakistani Punjab, with a range of mountains to the east and the river Jhelum to the west as natural borders. It is a country of which little has been written, yet most of the visitors who entered Kashmir in the old days by the most popular road, one which runs from Rawalpindi in the Punjab to Srinagar, passed close to it, if not through it. No doubt they were concentrating upon the road, which although fairly good, has its terrors in twists, hairpin bends, blind turnings and precipices, especially when the visitor was forced to rely upon the driving judgment of car drivers or tonga wallahs whose one idea was to get to the end of the journey.

The surrounding mountains are just as magnificent as in the other parts of Kashmir—in fact are merely the other side of those viewed from the Valley, their northern slopes a mass of firs and pines. The immediate surrounding hills are strangely of the same height, so that they appear like wave upon wave of dark green pines and firs, shaded only by the valleys or by distance. These valleys are cleft out in such a way that it would seem that the whole was once a great plateau, the softer stones and soils being washed away, and that which remains in rib-like formations being of the harder stone which with time has clothed itself with trees. On the tops of a number of these hills with naturally scarped faces, are the ruins of ancient forts, each so placed and planned that its position, with its inaccessibility, protected it against escalade, leaving the attackers to starve the defenders out from it. These hill forts are relics of the days when the country was divided up into small tracts, each with its own ruler.

2: Gervis T-3 (no date) 1954 AV1 Kashmir AV1

CHAPTER NINETEEN

The Two Main Roads

OF the roads which lead out of the Valley into India and into Pakistan, there are two which are the most favoured, the one to Rawalpindi in Pakistan and known as the Jhelum Valley road, the other to Jammu and thence into India, usually referred to as the old Banihal cart road. Other routes exist; they were used in the old days by the Moghul Emperors when they came to the country, but the roads have not been reconstructed to take modern traffic.

In those old days the most favoured route was over the Pir Panjal Pass, which is at a height of eleven thousand feet. It took weeks to cover, with the men travelling on horseback, the women reclining not too comfortably in palanquins carried on the shoulders of sweating coolies, besides which there were large retinues of courtiers and retainers, together with companies of soldiers to protect them, in addition to hundreds of coolies and servants with all the paraphernalia, for these Emperors insisted on much of the pomp and ceremony which they had been accustomed to in their courts being continued with these peaceful entries into the country. At places on this old road are still to be seen the great serais, stone-walled acres of land in which the camps were set, but contained within the walls were rooms and a mosque since at times the ruler would tarry there for many days. There are still to be seen the ruins of towers which were really block houses, built to cover and protect the smaller bands of travellers who ventured the road. Where villages now are, there is usually to be found the place where such travellers halted for the night, and the old rest houses built since those days are in some cases in use to this day for the same purpose.

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499 Before the two new Dominions obtained their independence it was not unusual for the visitor who wanted to see as much as he could of the country, to enter Kashmir from Rawalpindi and leave it via Jammu. The road from Rawalpindi did not exist until the turn of the century and in all probability even then would not have been made had not Russia displayed a threatening attitude towards the northern and western frontiers of India—the Hindu Kush. Then it was that the Government of India, with the help of British engineers, built in record time, for the use of troops, the road which the State of Kashmir had been contemplating for many years, and had in fact started in places. The State engineers had finished the portion between Kohala and Domel—a little over twenty miles; the distance from there to Baramula, where it was to join the road and the navigable river to Srinagar, was seventy-eight miles further though. The small section they had completed had taken them five years. Spelding, a contractor was called in to finish the job; he brought in his own engineers and gangs of Pathans and Afghan coolies who were the toughest characters, many being deserters from the Indian Army, many murderers who had fled their own country—admittedly murders which had been committed for the honour of their families, but killings just the same. They were hot-tempered men, but good strong workers, and the road, built against what to some would appear insurmountable odds and conditions, was completed and in use within two years.

491 This road from Rawalpindi, a large town on the Pakistan railway between Lahore and Peshawar, is open for most of the year; its blockage by snow seldom lasts for more than two or three days, but the most difficult and dangerous of its troubles is the shale which falls during the rains, mostly in the spring; then the road is blocked until gangs of coolies, which are always stationed there, can clear it, whilst damage and loss of life can also result from a bad fall of shale which often drops without warning. That, it is said, is the main reason why a railway has never been considered to be a practical proposition on this particular route, which would otherwise, joining the main line at Rawalpindi, have given Kashmir easy access all the year round to the sea port of Karachi.

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The distance covered by this road to Srinagar is about two hundred miles. The motorist usually completed the journey in a day, starting off after an early breakfast and reaching Srinagar for dinner, though those who were out to enjoy the scenery, which at places is really lovely, or those who were nervous and could not stand for too many miles the dozens of twists and turns with steep ascents and descents, took two days to make the journey and stayed overnight at one of the many rest houses, usually choosing that at Domel.

In the old days when two-horsed tongas were used to travel the rough road, the journey was agony to the European, if he happened to be in one of the seats facing the poor wretched horses' galled, thin backs; the sight alone spoiled all pleasures of the glorious views, especially when for a stage they had a driver who never ceased to apply the so-called "whip"—a stick which only continued to bruise the spines of the poor creatures. On first making that journey there were few passengers who in their fury did not grab the stick from the man, usually breaking it over their knees to demonstrate their disgust of his treatment: only after this did the stick prove to the irate passenger its usefulness, for the wretched animals, instead of responding to this humane sentiment, just stood with legs firm and refused to budge, with the result that the driver won in the end. The syce together with his horses changed at every stage, these usually being five miles apart but depending on the gradient of road. The tonga went the whole way; it would hardly have been possible to unload and reload it each time, for luggage was packed and tied on everywhere, often with bed rolls roped to the top of the canvas cover, and suit cases tied on the top of the wheel mud-guards.

The poorer people, those who did not trudge the road with their loads upon their backs, travelled by bullock cart, which was also used for heavy luggage, the journey taking about two weeks, or in an ekka; this is a high slung, single-horse cart, over which is a framework rather like a bird cage on which is spread cloth—usually rags—to protect the women who travel in it, sitting on the hard board floor. The proper thing for the men to do is either sit in front, or if a servant was travelling with his master's luggage, he seated himself on top of it; if the

2: Gervis T-3 (no date) 1954 AV1 Kashmir AV1

494 master also chose to make the journey this way, he sat facing backwards and had a step fitted on which to place his feet and so save them from dangling. The ekka took about five days to cover the road between Rawalpindi and Srinagar.

The "pleasures" of travel in those days have now gone though. The change came gradually, for after a while it was not unusual to pass a carriage and pair; now it is mostly cars and lorries which make the journey. The tongas, ekkas and bullock wagons are still on the road, but only between villages; even then 'bus services run between these, and lorry "seats" are to be had, either next to the driver—considered almost first class travel —or on top of the load. The driver of these usually expects to make quite a few rupees with these unofficial passengers who sleep, and have not been unknown to roll off from the high load.

● 491 The route from Rawalpindi to Srinagar is divided up into fourteen stages, not that this interests the traveller by car as it did those who went behind horses. The first stage, a distance of fourteen miles to Barakao, is at an altitude of about seventeen hundred feet above the sea. The road is level, fringed with trees and generally uninteresting to one who has been on the plains. But for the next stage to Tret, the climb is up through low brown foothills; in summer these are sprinkled with burnt-up scrub; the sun, if the day has advanced, can be scorching, the road dusty; in spring, though, it is different, and becomes a sufferable journey. As usual, at a difficult corner a toll bar is come upon. Tret stands elevated four thousand feet above the sea, and here is to be found the first rest house.

361 A further thirteen miles, and just two miles after Sunny
529 Bank, lies Murree, a famous and fashionable hill station spread out over the mountains at an altitude of anything between six and seven thousand feet, which have been reached through pine-covered slopes and up many zig-zag roads and hairpin bends. Here is built a modern town, with rest house, hotels, boarding houses, a great sanatorium, a convent, schools, cinemas and churches: it is the hill station for those who live in Rawalpindi, and also for many from Peshawar and Lahore. From here a lovely view can be had of the plains, while in the distance are the glorious snow-covered ranges of mountains, which are amazingly even in their height, few being below

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unbearably hot, in June and July frequently reaching a temperature of 115° Fahrenheit, so that few people stop at the Dak bungalow. It is an important place on the route though, for here stands the custom's house. The bridge which spans the Jhelum passes from Pakistan to Kashmir: this is an unusual bridge which quite a number of writers have noted. There used to be a suspension type of structure here, but it was washed away, as are so many others which fall beneath avalanches or through landslides in those parts. The one which is now there stands out from one side—the safe side—and a light steel extension connects the nose of the bridge with the other mainland, so that in the event of a landslide, this light portion of the "bridge" goes, and can be quickly replaced.

After passing over the river the road winds along the left bank of the Jhelum; it is a grand piece of engineering, in parts passing through short tunnels blasted through rock massifs which rise sheer from the river below. In some places just a loose knit rock wall serves as protection from falling over the edge of a precipice into the raging river beneath, at others the rock has been carved out so that it overhangs; here the road is oftimes narrow, though in other places—fortunately on the bends—it is wide, with ample room to stop the car and admire the country, which is particularly grand with high, barren hills rising steeply on either side; lone farms and tiny villages seem to cling to the hill sides, with small, terraced fields close by. Sparkling streams come down like waterfalls from heights; in places the result is surprising in that many of these, though spread wide, high on the mountain side, gradually come together to join the main stream. All are glittering with crystal waters from the snows in springtime, and combined make it appear like a gigantic fan which shimmers as some great, invisible goddess gently moves her hands so that she might enjoy the cool and refreshing breeze. Through gaps in these hills can be seen the snow-capped peaks of the ranges in the distance, with here and there a glistening peak.

Twenty-one miles from Kohala, and eighty-five from 'Pindi lies Domel, the most northerly place on the road, which, for the last few miles is cut sheer out of the cliff face; here landslips are not unusual after the rains. This is the most suitable place to

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stop overnight if the journey is being divided up into two days; there is a State rest house with a number of private houses. The main road is joined by one from Abbattabad, one which may be used in the winter when the Murree hills are covered with snow; this road runs back to the north-west for about fifty miles to Abbattabad, and although rather narrow, is always open: it can be seen crossing the ridge above the river and towards the west. Here also the river Jhelum is joined by its largest tributary, the Kishenganga; about the same in size, both flow for a short distance side by side before marrying, then it is easy to pick out in the spring and summer months the Jhelum which is light brown with the muddy deposits it has gathered on its long passage through Kashmir, and the Kishenganga, a light, clear, greenish blue from the snows which have fed it. In the dry autumn the Jhelum is an opaque green, brought about by the large quantity of organic matter suspended in it, whilst the water of the other river is a peacock shade, still clear and transparent.

In the old days petty chiefs ruled the tribes in these parts, and they were forever at war with each other, even with their neighbours across the closest ridges; yet when outsiders attacked one of them, all would join together to protect their land.

Only a day's march to the west lies the Black Mountain frontier where lived the "Yagi" Pathan tribes who made this road to Kashmir far from secure. The Frenchman Jacquemont records that in his travels, which were in 1831, he was provided by Ranjit Singh with a strong escort to save him from being taken captive, from being held to ransom, or being blackmailed.

Fourteen miles further on is Garhi, where some people prefer to stop the night, as it has another rest house, this one being rather beautifully placed in its compound just above the main road. One of the famous sights of the Jhelum Valley route used to be a great rope bridge which here spanned the river; this has now been replaced by a modern bridge. The scenery is quite different again. At three thousand feet the valley opens up; there are distant views of the wooded hills; it is greener, fresher and not unlike the English country roads and lanes; there is a crispness in the air, so that at night a blanket is needed;

2: Gervis T-3 (no date) 1954 AV1 Kashmir AV1

time said to have been a common khidmutgar—that, is a table bearer. He had been taken under the care of Ranjit Singh as a boy of seven, became one of his generals and is credited with having overcome the Afghans, "whose women so feared him that to frighten their children they quoted his name in a low deep voice. He was a tyrant in Kashmir, from where he was called after his two years' service from 1820." So the fort is not really very old. It became the home of the Raja from that time on.

Rampur, thirteen miles off, is the next stage of the journey. The road makes a great detour because of the gradient, and follows the contours of the mountains, so avoiding having to cross the large precipitous-sided nullah; after two or three miles you are astonished to find yourself almost back to where you started, the rest house lying across it, being but an arrow-shot away. The hillsides are mostly covered with loose shale, which is a menace at all times, for the rains wash it down on to the road, whilst later when it is all dried out in the sun, the moisture which bound it no longer has its hold, and it slips, a single stone soon collecting tons of the stuff as it tumbles down the mountain side. Although one does get a few seconds' warning of its descent by the terrifying swish and rumbling of the greater boulders, that is of little use for with the echoes of the hills it is difficult to decide, in the short time, from where the sound comes. The yellowish to purple-brown rocks which have been seen all the way from Domel, have now changed to slaty schists; later along the road they are replaced by limestone, and with it the scenery changes; there is now a wild beauty, with glorious forest trees, the ground spread with ferns and flowering bushes; the hills recede, the more gentle slopes being covered with tall deodar trees, standing straight and firm. Great precipices of limestone rise up from pine forests; here and there a fir or pine will have found a roothold on some small ledge and clinging tightly bends out and upwards as though searching for its sisters who crown the hill; here the countryside is truly lovely, and as such has been mentioned right from the earliest writers. Here it is that the gallery—or flume—six miles long, carries the water which, dropping four hundred feet, powers the turbines generating electricity for the Valley. On the way there

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On the way there

is the ruined Hindu temple which is said to date back to one century after the birth of Christ.

It seems here that Kashmir has at last been found, for there are walnut and chestnut trees; the flat-roofed houses are seen no more; in their place are the wooden ones with the flattish sloping roofs of Kashmir with wooden tiles or thatch. In spring wild roses of all colours, white, cream, pink and red, cover the bushes by the road side; here and there leafy trees hang out over it like great sunshades; the river widens and is quieter and although still brown, appears clearer. It is swift in places though, for dashing against a rock in its path, the splash of spray is high; here and there quiet pools have found their way into the softer rock, and willows shade these, protecting the fish which have fought so far up stream, and making such places interesting to the fisherman. The views across the river, of the hill-slopes covered with different kinds of trees, broken by great limestone cliffs and the distant snow-capped mountains, especially when the sun streams through the clouds to lighten one like a glistening wedding cake, or when the sunset lends them for a while a pearl-pink tinge which slowly turns to red, is indeed heavenly.

Sixteen miles further on lies Baramula; the road, as it has been for the last miles before Rampur, is comparatively level. Peasants are to be seen more often working in the fields and small rice patches; at parts the wide river which almost ripples over the stone bed is slower in its flow and permits the use of small boats. On the side are large rocks different from those seen thereabouts and believed to have been carried down from the mountains by glaciers long since forgotten. A narrow ravine carries a path which leads through to Gulmarg, and here, until recent years, were found numbers of bears. Higher up, in the month of June, the rocks will be decorated with the pink blooms of wild rhododendron which flourish there. Hereabouts, especially from Naushera onwards, terrible damage was done in the great earthquake of 1885, which is still not forgotten in those parts. In the distance can be seen the great peak of Nanga Parbat, right ahead, the near seventeen thousand feet high Mount Haramouk, which, as one gets closer to Baramula, seems to rise sheer from the waters of the Wular Lake; on a clear

[From Uri to Rampur - Analyst]

It Gerva T-3 (no date) 1954 AVI Kashmir AVI

day, far over to the right, the peak of Kolahoi is visible. Here the Valley of Kashmir opens before the road, but since it is on the same level does not appear to be as grand as when one bursts upon it from a high pass.

From the spread town of Baramula, the poplar-lined road goes through the flat fields to Srinagar. Some who go there still prefer to have their houseboat or donga meet them here so that they can continue the journey to the city by water. After that all is so quiet, the road with but few turns or twists; there is little to disturb the stillness except the occasional shout of a shepherd boy; no raging torrent runs below; there are no terrifying corners with honking lorries and hooting cars; no man or beast seems to be in a hurry, for it is the Vale of Kashmir, where nature has its sway. It is as though the unspoken greeting is "here rest a while".

Going out of Kashmir by the other route, a two hundred mile run to Jammu by the Banihal cart road, we left Srinagar at the other side of the city and passing the famous Pampur saffron fields, stopped in the village to buy some of its famed brand of biscuits, then went on past the ruins of the great light grey limestone temple built by King Avanti Varma in the eighth century; this is near to the roadside, surrounded by close-cropped turf, glorious in its broken and aged grandeur, especially in the spring when masses of mauve, wild iris spread around it. We continued on along the raised road through hundreds of acres of rice fields, with hamlets crushing on to the roadway, always seeming to have chosen a blind corner for their site. Tongas and bullock carts held tight to the single width tarred portion of the road and reluctantly gave way to us at the very last minute, to move over on to the dirt-built-up sides. Eventually, after thirty-two miles, we reached Khanabal, which adjoins Islamabad—by some called Anatnag. From here the poplar-lined road turns direct towards the distant mountains; still past fields of corn and rice, past small farms tucked away between willows, past clumps of the always four chinars on the wayside, past Muslim graveyards gay with mauve and white iris, shops which stand close on the edge of the road as if to demand that we stop to buy their wares from the sparsely spread shelves

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491 or sloping floor, past dozens of carriers' lorries which met us from the opposite direction, but having been made to pay for not previously doing so, always pulling off the centre of the road well in time and so permitting each of us to hold the road with two of our four wheels.

491 241 233 Slowly we had been climbing until we passed Lower Munda, then Upper Munda, with its beautifully situated rest house with a wonderful view on the hillside. The country still open, was such that the road had to wind here and there as it followed the slopes; the crops had finished; the land remaining was now only fit for grazing the hundreds of goats and sheep which were under the care of small boys; a pretty little girl drove three small cows down to the village; we met less traffic as the road climbs the steeper side of the mountain, though even here there are woodlands high on one side and a gentle slope to the valley on the other, with the road ahead nearly always in view.

The road zig-zags higher and higher, the trees are now finished, then the bushes also have gone, just the scrub remains, and soon even that has disappeared. There is a hairpin bend, but the road is wide there since it is on a corner, round a great spur of the mountain, and the view is so grand that we took the car close to the great loose stone wall and gazed on the country below—the Vale of Kashmir—which in spring appears as though it is in flood, the reflection being from the rice fields under water from the irrigation channels. From there, looking down almost from the top of the pass, the Valley is very beautiful; the roads are easy to pick out with poplars lining them, the clumps of trees with the dark brown roofs of the houses, and here strangely enough the air was so still and quiet that we could hear a cow mooing far, far below. The only creatures we found high up there were flocks of goats which leapt the wall, over to the steep banks on the other side when we passed. In the distance are the red and purple, snow-topped mountains. We passed over a nullah built of concrete and made there to carry off the water from the rains or melting snow, then went under a portion of the road which is roofed with heavy logs, its side open; so constructed that the boulders, which are always falling down the mountain side, shall pass over and not block the road. At nine thousand feet is the Banihal Tunnel, where,

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since it is only one car wide, we had to wait before passing through the six hundred and fifty feet bore of the mountain top. We looked back and down on the Valley of Kashmir for the last time, since on coming out on the other side, the mountain hides it. The view from here is especially wonderful to those who have come through from the bleakness of the other side; for that reason many recommend that on a circular tour this should be made the incoming road, and the Jhelum Valley one the outgoing. 491

The road down is bare of trees and bushes; the stone is of a different colour as in places it has been blasted or cut away to take the road which can be seen winding backwards and forwards in hairpin bends for nearly twenty miles ahead as it slowly descends to the lower plains.

Because of the height to which it rises, this road is snow-blocked for the greater part of the winter months, and for that period transport to and from India remains at a standstill. Some interesting figures are given in reports which have been made, and estimates given for some time past with a view to constructing a tunnel through the mountain at a lower level and so ensuring this outlet for Kashmir's trade remaining open the whole year through. From the point where the road starts to climb on the one side, until it reaches the bottom on the other, it covers about forty miles. A tunnel driven through the mountain between both places would be only seven miles long—a saving of some thirty-three miles. Between 1890 and 1900 Major-General de Bourbel suggested the construction of a tunnel under the pass between Takia and Womoo which he estimated would bore for four and a half miles; it would have been at a height of seven thousand feet. Then in 1900 J. Adams made a survey of the Pir Panjal range and he proposed a tunnel at an altitude of eight thousand feet which would be less than a mile and a half in length, and maintained that at such a height it would seldom for long be blocked with snow. There is little doubt that one will eventually have to be constructed, for those who are entrusted to rule must know full well that until such time prosperity will not be possible for the Valley of Kashmir.

As we neared the foot of the mountains and came towards

2₂ Gervis T-3 (no date) 1954 AV1 Kashmir AV1

491 the wide valley, so the patches of cultivated land increased in number. On the way we had only seen the road coolies at work —always in pairs, for one holds the handle of the shovel and the other the length of rope which is tied down near to the spade, at it takes two men to move a shovel full of hard rock—and the few men of the valley who were trudging the long road home so that they might save a few extra rupees to give their families after working on the other side of the mountains for months. We had also met odd parties of three or four men and women with great trusses of grass on their heads; from where they were coming or where going we could not imagine.

At the foot of the mountains, as the road flattened out, so the surface became smooth; no longer was the hard grip necessary; it was now difficult to find a patch of ground which was not under cultivation, each tiny field being divided from its neighbour by loose stone walls. Then we came on the terraced rice fields, with a stream, which could be diverted to any of them by damming it with stones, bouncing and sparkling over the rock bed. A few black buffaloes were grazing by the roadside under the eye of a couple of boys, whose one thrill in life seemed to be had by placing a stick across the road so that cars might crush it.

[494] [495] Just before the village of Banihal, there is the toll post, after which come the houses, shops and the Dak bungalow, whilst here, when we filled up with petrol we found it cost a rupee a gallon less than in the Valley, such is the expense of the journey over the Pass.

From Banihal to Ramban, at a height of about five thousand feet, is a distance of twenty-three miles; there are few who do not consider this to be the most lovely stage of the route. For miles on end the road, which in this part is the original one, runs hundreds of feet above the river Chenab, but the valley is narrow, the grey rock on either side steep; the little valleys which come down to join that in which run river and road are thick with trees, as also are some of the more gentle slopes, but where they are not, the grey and blue shadings of the rocks add to the beauty of the glorious scene. In parts the giant rocks hang over the road, which on its other side is protected by a stone wall from the precipitous drop to the river. Occasionally a stream rushes down from above, in places it becomes a

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waterfall; crystal clear, sometimes it runs in a gully beneath the road, in other places where the flow is only during the spring when the snows are melting, a culvert passes over the road to carry it away. In some places, the air is cooled by the water which drips down the rock side and feeds the masses of maidenhair ferns and flowering creepers of all colours, white, pink yellow and blue, and I began to wish I had studied the names of flowers as it seemed so mild to enter in my diary "white, pink, yellow and blue creepers". 491

At one place, where we could see the side valley coming down from above, strewn with tons of loose stones and rocks, a tunnel has been built through the rock at the bend of the road, so that as the great boulders fall, just as they have done for hundreds of years, the road is safe and clear. But in other parts, the loose, grey, slate-like shale had fallen, as it does there at all times of the year, and a gang of coolies complete with bulldozer were shifting it under the eye of an engineer who stood near the flagman and told us when we could move over to the other side, for they pride themselves on keeping that road open at all times in spite of these frequent landslides.

Just as we turned a blind corner, before which a sign post had warned us of a steep decline, we came on masses of goats and horses completely covering it. The horses were loaded with packs and long poles; there were women and children and great St. Bernard-like dogs mixed up with them, and as we got closer, the goats made either to climb wildly up the side of the mountain or jump down over the stone wall, the women holding frantically on to the bridles of the horses and shouting, until finally their men dashed up to help them. These people are Gujars, who speak in sonorous tones a dialect of Punjabi: nomads, they come each year into the Valley to feed their flocks and herds. Typically from the North-West Frontier, their faces are sallow, long and bony, their noses hooked, their eyes deep-set and dark brown, their hair black and greasy, and the clothes they wear remind one of the gipsy of Europe. Many of the women carried loads, the little girls had baby sisters on their backs, while the men and boys carried nothing but sticks with which to drive the animals. Even as they clung on to a prancing, dancing, frightened horse they laughed and salaamed us. Later 233 [197] [221] [142]

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233 [342] we came upon another band of them camped in a nullah near a stream on the wayside. Their tents were of rags stitched together and stretched on the wooden framework. They were cooking, the great iron pots standing over the fires which the little long-skirted child girls were feeding with the sticks they ran round to gather. The men were in a bunch round a pipe some distance off; the boys were tormenting a goat; they all looked filthy, their skins greasy, their clothes begrimed, yet some rather pretty girls of the party were even then washing something by the river, maybe it was goat hair they would sell raw or make up into something to be bartered in a shop for some commodity they needed on the way: from the milk of their herds they make ghee. They are ignorant, simple people.

● 491 361 [313] From Ramban to Batote is eighteen miles, and the road goes down to two thousand two hundred feet above sea level. It twists and turns, and during the run passes over a long suspension bridge which crosses between two great high mountain walls of red rock, the river rushing a hundred feet below, glistening and clear, and carrying down with it hundreds of great logs which have been cut higher up, marked so that the owners are known, and sent down by this cheap form of transport, the only expense being the pay of the men who are posted at those parts of the river which are known to choke up. Further along the road we came on parked lorries; these were at places where the flow of the river slowed and the logs became beached on the sandbanks. It was here that they were being lifted up and carried by coolies to the road transport, to continue their journey to the Punjab.

Looking across at the tree-covered slopes on the other side we could pick out an old unused road, and this we did many times later on, maybe it was the original road up to the pass and made in the days before suspension bridges could be built to span the torrent; so that those who then travelled had to wait until they came upon a place where the waters were quiet enough for a ferry or shallow enough to ford.

361 Batote is four thousand five hundred feet high, and from that village to Kud is a distance of twelve miles, during which the road goes over the Patnu Pass; it is one long, climbing series of twists. The beauties were such that I found it almost impos-

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sible to keep my eyes on the road and away from the magnificent views as we climbed up through blue and grey cedars, tall firs and straight pines, the ground strewn with their cones and needles, the scent in the air glorious. As though to tempt the tourist to stop a while to enjoy to the full all that is about him, on many of the bends the road has been widened so that a car can be parked, for it is the ideal place for the picnic lunch or tea as you look down on the forest-covered hills, the silver river lost for a distance behind their beautiful multicoloured branches and high in the background the snow-covered mountain tops, sharply separated by their whiteness from the clear blue of the sky.

The rest house at Kud sits just above the road, and although the furnishings were far from up to hotel standard, food of a kind was to be had there, and so we stopped the night, to awaken next morning to walk out on to the covered verandah and look across to the distant hills, over the mist which still clung to the valley between. Like most of these rest houses and Dak bungalows, which are usually quite old buildings, it has been beautifully sited for tourists but is not comfortable enough to encourage them to linger long. This was to be the last night on which blankets would be required on the bed.

From here down to Udhampur is a distance of twenty-five miles, the road gradually dropping, with many hairpin bends; but still the country clings to its trees, although as the latitude becomes lower, so the sweet-smelling pines and the firs are replaced by others. From among the barren red rocks great bushes grow, and when we were there they were all in bloom, the most fascinating being a mass of pink wax-like flowers, the leaves narrow, long and glossy, and when we stopped we found small clumps of wild strawberries in those parts of the road which held more vegetation. Still the road was with the river.

Most of the little towns we had passed through had consisted of long bazaars, always with many "hotels" which are really restaurants. Here and there on the bend of the road, beneath shady trees and close to a stream or a spring there were the odd tea shops, their sign of trade as always, being rows of cups and saucers and tiny tea pots, for each customer has his own pot; whilst behind them is a great clay stove with a kettle always

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361 443 boiling on the top, and usually there are tin biscuit boxes with glass fronts to display the different kinds of cakes. There were always the cloth shops, the shelves sparsely spread, but with the dhursie—or tailor, usually a Sikh—sitting cross-legged on the verandah before his sewing machine, it being quite usual for the purchaser of cloth who comes from some way off in the hills to buy a length and wait for it to be made up into whatever article he or she wants. Then there was always the dry-goods store, most of that which the shopkeeper had to sell being displayed in large, flat baskets, whether it be tea, soap, tobacco, chilli powder, salt, flower, rice or any other commodity; always he had for sale lengths of rope, small fans for brightening up the charcoal cooking fire, and sweepers' brooms, besides oil for lamps and the ghee for cooking. His was a shop essential to every hamlet.

361 491 From Udhampur to Jammu is a little over forty miles. By now I began to realize that the lovely Valley of Kashmir was a long way off, for low hills surround the road; these are bleak and as we went further, so the trees and bushes no longer grew. The road winds, with many blind corners, and the rocks change in their colour to an elephant grey; they are smooth, as though soft, and there are signs in plenty of erosion, but the road is wide and the surface good. With little else to think about, my mind went back to that which I had read of this road. In the not very distant past, the route to Srinagar was the private road of the Maharaja; over this he travelled each spring to go to his summer capital, and returned the same way to Jammu, his winter capital, in the late autumn. All but the last Maharaja, who used cars, took weeks to make the journey; each night camp was made, usually at one of the rest houses but not necessarily so, though always near to a spring—a few of those he used are still adorned with the stone carved heads of animals out of the mouths of which cool water was made to flow for His Highness. He did not always move on next morning though; the decision as to when he could continue the journey being arrived at by his pundits, and if they decided that the stars were not propitious, then the Maharaja just stayed put, sometimes for weeks on end, whilst "his Srinagar subjects anxiously awaited His Highness's arrival".

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In those days special permission had to be obtained to use the road; seldom was this granted for the time whilst the Court was progressing upon it, so that the months during which it was open were even fewer than now, since at that time both the Maharaja and the snow controlled it. Now the Maharaja has gone, but the snow still has its hold. The day will come when that also does not deter in winter those who wish to pass in and out of the Valley.

Just before entering Jammu, the road twists and turns for miles like a snake escaping through long grass. Blind turnings, steep, short hills, and close, cliff-bound sides, make it rather dangerous, so that we realized that all the hazards were not confined to the road over the pass with the thousands of feet to drop over the side. Then through Jammu, over the river bridge and on to the new magnificent road which runs to Pathankot; a road which is two cars wide with a cobbled overrun on each side, with dozens of concreted nullahs, each hundreds of yards long, with heavy wire netting over the smooth great stones preventing them being washed on to the road, and with high stakes at intervals, each marked so that in the spring floods the driver can see at a glance if he can get through; it is a truly magnificent piece of work. But it is not as one wishes to think of Kashmir and Jammu; it is as yet a road without a soul, flat, treeless and straight, open to the dry scorching sun which pours piteously down on the plains; in all an uninteresting run. It will not remain so for long though, for soon it too must surely become imbued with the beauty which seeps from the State; trees and shrubs will soon line the road, the glaring concrete will become sombre and soft in its colouring, little hamlets, quaint stalls and shops will spring up upon its sides—it will gain that something which will make it live.

It was here, as I thought of the customs post at which we would later have to stop on entering India, that I began to wish I had brought with me more of the arts of Kashmir, presents to give to those who had not been there, that they also might enjoy it and this even though our bed rolls were stacked on the roof, the luggage carrier crammed tight, the back seats stacked so high that only a slit was visible in the driving mirror of the traffic behind. There must be few of those who have been

that the old bridges had weathered many a serious flood. Not long ago two of the bridges, the Habba Kadal and the Zaina Kadal, had rows of shops on them reminding one of Old London Bridge, but these have now been cleared away.

Srīnagar to Gilgit.

The distance by road from Srīnagar to Gilgit is 228 miles, and the traveller can reach Bandipura at the head of the Wular Lake by boat or by land. The Gilgit road, which cost the Kashmīr State, in the first instance, 15 lakhs, is a remarkable achievement, and was one of the greatest boons ever conferred on the Kashmīri subjects of the Mahārājā. Previous to its construction supplies for the Gilgit garrison were carried by impressed labourers, many of whom perished on the passes, or returned crippled and maimed by frost-bite on the snow or accident on the goat paths that did duty for roads. The journey to Gilgit before 1890 has been aptly compared with the journey to Siberia. Now, supplies are carried on ponies and the name Gilgit is no longer a terror to the people of Kashmīr.

From Bandipura a steep ascent leads to the Raj Diāngan pass (11,800 feet), a most dreaded place in the winter months, when the cold winds mean death to man and beast. Thence through a beautifully wooded and watered country, past the lovely valley of Gurais, down which the Kishangangā flows, the traveller has no difficulties till he reaches the Burzil pass (13,500 feet), below which the summer road to Skārdu across the dreary wastes of the Deosai plains branches off to the north-east. This is a very easy pass in summer, but is very dangerous in a snowstorm or high wind.

Descending from the Burzil the whole scene changes. The forests and vegetation of Kashmīr are left behind, the trees are few and of a strange appearance, and the very flowers look foreign. It is a bleak and rugged country, and when Astor (7,853 feet) is left the sense of desolation increases. Nothing can be more dreary than the steep descent from Doian down the side of the arid Hattu Pīr into the sterile waste of the Indus valley. It is cool at Doian (8,720 feet); it is stifling at Rāmghāt (3,800 feet), where one passes over the Astor river by a suspension bridge. The old construction was a veritable bridge of sighs to the Kashmīr convicts who were forced across the river and left to their fate—starvation or capture by the slave-hunters from Chilās. A little cultivation at Bunji relieves the eye; but there is nothing to cheer the traveller until the Indus has been crossed by a fine bridge, and 30 miles farther the pleasant oasis of Gilgit is reached.

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Tibet via Leh. In 1904–5 the total value of this trade was 61·2 lakhs. It is subject to considerable fluctuations owing to great physical difficulties, the keen rivalry of Russia, and the passive obstruction of Tibet. During the ten years ending 1901 the average value was 44·3 lakhs, the maximum being 62·2 lakhs in 1895–6, and the minimum 30·1 lakhs in 1891–2. The imports from Central Asia into Ladākh amounted to 17·8 lakhs. Of this, about 14 lakhs came from Chinese Turkistān and the balance from Tibet. Goods to the value of 11·3 lakhs found their way to the Punjab via Kashmīr, others going via Kulū. The chief articles were raw silk (5·9 lakhs), Russian gold coins (4·3 lakhs), raw wool (3 lakhs), and *charas* (2·2 lakhs). The exports from Ladākh to Central Asia amounted to 11·4 lakhs. Of this, goods to the value of 10 lakhs went to Chinese Turkistān and the remainder to Tibet. The more important articles of export were: European cotton piece-goods (3·4 lakhs); coral (1·2 lakhs); silk goods, European (1·8 lakhs), Indian (Rs. 54,000). The value of trade passing from India to Ladākh was 14·3 lakhs.

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Means of communication.

The nature of the country renders communications difficult. In the valley proper the Jhelum forms a great waterway, but other rivers are not navigable. Throughout the greater part of the State the roads are chiefly fair-weather tracks and are not used for wheeled traffic. A cart-road has, however, been constructed from Srīnagar, through Bāramūla and down the Jhelum valley to Abbottābād in the North-West Frontier Province and to Murree in the Punjab, while another cart-road is being constructed from Srīnagar to Udhampur. The principal roads within the State lead from Srīnagar to Islāmābād and Jammu over the Banihāl pass (9,200 feet); to Shupiyan, Bhimbar, and Gujrāt in the Punjab over the Pīr Panjāl (11,400); to Gandarbal and Ladākh over the Zoji La (11,300); and to Gilgit over the Rājdiangan (11,700), and Burzil (13,500), or Kamrī (13,100). Much has been done in recent years to improve these routes, and a number of smaller roads, such as that from Srīnagar to Gulmarg, which is practicable for tongas. A road cess amounting to 2½ per cent. on the revenue has been imposed, in place of the forced labour which used to be exacted. The Jhelum is crossed by a number of wooden bridges on the cantilever principle at Srīnagar, and over the hill torrents swing frail suspension bridges consisting of cables made of plaited twigs or buffalo hide. The latter sometimes reach a span of 300 feet, and are renewed every three years, if they have not been carried away meanwhile by floods.

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pasturage, and rice grows luxuriantly wherever cultivation is possible; but the soil generally is not fertile, being a mixture of sand and clay. In the Shāhbandar *tāluka* are immense deposits of salt. The climate of the delta is cool and bracing in the winter months, hot in the summer, and during the floods most unhealthy.

Jhelum (*Jehlam*).—River in Kashmīr and the Punjab, being the most westerly of the five rivers from which the Punjab derives its name. It was known to the Muhammadan historians as the Bihat, Wihat or Bihatab, corruptions of its Sanskrit name *Vitastā* (which Alexander's historians graecized into *Hydaspes*, but Ptolemy more correctly as *Bidaspes*), while its modern Kashmīri name is *Veth*. It may be said to have its source in a noble spring of deep-blue water, which issues from the bottom of a high scarp of a mountain spur. The spring is known as Vernāg; and at Khānabal, 15 miles north, its waters join the streams of Adpat, Bring, and Sandran, and form the starting-point of navigation. The river is navigable without a single lock from Khānabal to Bāramūla, 102 miles. In its course to the Wular Lake, which may be regarded as a delta of the river, the fall is 165 feet in the first 30 miles and 55 feet in the next 24 miles. From the Wular Lake to Bāramūla the fall is very slight.

The Jhelum river has many tributaries. On its right bank it receives the Liddar or Lambodri, which comes down from the everlasting snows overhanging the head of the Liddar valley, and from the mountain lake of Tarsar. Below Srīnagar at Shādīpur—the place of the marriage of the two rivers—the Sind river joins the Jhelum; and beyond the Wular Lake the Pohru stream, which drains the Lolāb valley, merges in the great river. On the left bank the chief tributaries are the Vishav, the Rembiara, the Ramshi, the Dudgangā, the Suknāg, and the Ferozepura. The Dudgangā joins the Jhelum at the lower end of Srīnagar city.

Below Bāramūla (5,000 feet) the placid Jhelum leaves the fertile banks of the valley, and rushes headlong down a deep gorge between lofty mountains of the Kazināg range on the north and an extension of the Pīr Panjāl on the south to Kohāla, 2,000 feet. At Muzaffarābād the Kishangangā river joins the Jhelum on its right bank, while a few miles lower down, and on the same side, the Kunhār river, which drains the Hazāra country, adds no inconsiderable volume of water. Between Khānabal and Bāramūla there are many bridges, but between Bāramūla and Domel, where the Kishangangā river joins the Jhelum, the bridges are scarce and primitive.

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joins the Jhelum, the bridges are scarce and primitive. Much of the internal commerce of Kashmīr depends on the Jhelum. An account of the various descriptions of boats used will be found in the article on SRĪNAGAR.

Below its junction with the Kishangangā the Jhelum forms the boundary between the Kashmīr State and the British Districts of Hazāra and Rāwalpindi, flowing in a narrow rocky bed, shut in by mountains on either side. Numerous rapids here render navigation impossible, though large quantities of timber are floated down from Kashmīr. A handsome suspension bridge at Kohāla, in Rāwalpindi District, connects Kashmīr with British territory. Below Dangalli, 40 miles east of Rāwalpindi, the Jhelum becomes navigable. Passing into Jhelum District, it skirts the outlying spurs of the Salt Range, receiving the waters of the Kahan, and finally debouches upon the plains a little above the town of Jhelum, about 250 miles from its source. Below Jhelum, inundation of the lowlands begins to be possible, and sandy islands stud the wide bed of the stream. The Bunhā, in the rains a roaring torrent which sometimes spreads over a mile of country, joins the Jhelum at Dārāpur. After a south-westerly course of more than 100 miles, during which the river divides the District of Jhelum from Gujrāt and Shāhpur, it enters the latter District entirely, and trends thenceforth more directly southward. The width in this portion of its course averages 800 yards in flood, dwindling during the winter months to less than half that size. Sudden freshes occur after heavy rains, and cause frequent inundations over the lowlands, greatly increasing the productive power of the soil. The Jhelum next enters the District of Jhang, where it preserves the same general characteristics, but with a wider valley, bounded by the high uplands known as the Bār. It finally joins the Chenāb at Trimmu, in 31° 11′ N. and 72° 12′ E., 10 miles to the south of Maghiāna, after a total course of not less than 450 miles, of which about 200 lie within British territory. The current in the plains has an average rate of 4 miles per hour. The wedge of land between the Jhelum and the Chenāb is known as the Chaj Doāb; while the tract stretching westward to the Indus bears the name of the Sind Sāgar Doāb.

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The principal towns upon the Jhelum are Kashmīr or Srīnagar, Jhelum, Pind Dādan Khān, Miāni, Bhera, and Khushāb. According to General Cunningham, the point where Alexander crossed the Hydaspes may be identified with Jalālpur in Jhelum District; while nearly opposite, on the

133 Gujrāt bank, stands the modern battle-field of Chilianwāla. Other writers hold that the passage was effected near Jhelum town. A bridge of boats crosses the river at Khushāb. The permanent railway bridge of the North-Western Railway also crosses it at the town of Jhelum, and the Sind Sāgar line at Haranpur. The LOWER JHELUM CANAL takes off at Mong Rasūl in Gujrāt District.

Chenāb (the *Acesines* of the Greeks and *Asikni* of the Vedas).—River in Kashmīr and the Punjab, being one of the five streams from which the latter Province derives its name. It rises in the Himālayan canton of Lāhul in the Punjab in two streams: the Chandra which issues from a large snow-bed on the south-east side of the Bāra Lācha at a height of 16,221 feet, and the Bhāga which rises on the north-west slopes of the pass. The Chandra, after flowing south-east for 55 miles, sweeps round the base of the mid-Himālayas and joins the Bhāga at Tandi, after a total course of 115 miles. The course of the Bhāga to Tandi is only 65 miles, its average fall being 125 feet per mile. The united stream, now known as the Chandra-Bhāga or Chenāb, flows through the Pāngi valley in the Chamba State and then enters the Padar district of Kashmīr at an elevation of 6,000 feet. Thence for 180 miles it flows between steep cliffs of the high mountains, and then for 25 miles through the lower hills to Akhnūr, where it becomes navigable. There are three remarkable bends in the Chenāb. Where it reaches Kishtwār from a north-west course it suddenly twists due south; at Jangalwār it tacks from south to west; and at Arnas it leaves its westerly course and flows due south past Rīāsi to Akhnūr. At each of these turns the Chenāb is joined by streams of considerable size, and at every change of course the river seems to cut through the mountain range along which it had been flowing.

The chief tributaries in its passage through Kishtwār, Bhadrawār, and Jammu are the Uniar and Shudi, and the Bhutna and Māru Wardwan rivers. Between Kishtwār and Akhnūr it receives the waters of the Golan Lar and Lidar Kol, and the Bichlari and Ans, and between Rīāsi and the western boundary of Jammu it is joined by the Tāwi. There are several bridges, two of which on the routes from Jammu to Kashmīr, and from Kashmīr to Kishtwār respectively, are of a superior description. The rest are of the primitive *jhūla* type—three ropes stretched across the stream in the form of a triangle.

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The Chenāb re-enters the Punjab at Khairi Rihāl in Sialkot

Jammu Town.—Capital of the Jammu province, Kashmír State, and the winte head-quarters of the Mahárájá, situated in 32° 44′ N. and 74° 5′ E., at an elevation of 1,200 feet above sea-level. Populatin (1901), 36,130. It lies high on the right bank of the river Táwi, which flows in a narrow ravine to join the Chenáb. The town covers a space of about one square mile, densely packed with single-storeyed houses of round stones and mud with flat tops. In the upper portion are superior houses of brick, and in the Mandi stand the State offices and the palaces of the Mahárájá and his brother. The general effect of Jammu is striking; and from a distance the whitewashed temples, with their gilded pinnacles, suggest a splendour which is dispelled on nearer acquaintance. The most conspicuous of the temples is Raghunáthji, but like all the other buildingsin Jammu it is commonplace. The Dográs have little taste in architecture, and are essentially economical and practical in their ideas of domestic comfort.

The railway, which runs to Siálkot, a distance of about 27 miles, starts from the left bank of the Táwi. The river is spanned by a fine suspension bridge, and a good cart-road runs from the bridge as far as the Mandi. The other streets are narrow and irregular, and there is nothing of striking interest. Of late years the construction of water-works, the opening of the cart-road to the Mand, the suspension bridge over the Táwi, and the railway extension from Siálkot have improved the conditions of life in Jammu; but there has been no marked response either in population or in prosperity.

In the palmy days of Rájá Ranjít Deo, towards the latter part of the eighteenth century, it is stated that the population was 150,000. There is nothing in the geographical position of Jammu which males for prosperity. It lies on the edge of the Mahárájá's territories, with an infertile hinterland. Rightly speaking, it shouk have been the emporium for Kashmír commerce, but the construction of the Kohála-Srínagar cart-road has taken trade away from the Jammu-Banihál route. At present there are hoes of the development of coal-mines to the north, which might bring prosperity to the Dográ capital; and the railway projected from Jammu to Srínagar would restore much business.

The town is situated on a hill. It may be aptly called 'the city of temples,' a every traveller is likely to be impressed with these, while appaching by road or train. The largest and the central placeof worship is the temple of Srí Raghunáthji. The town was agreat centre of industry in the time of the

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one companion for a length of time. For four months we lived alone together, sharing the pleasures and troubles of hard travelling, and we emerged from the trial the fastest friends. With such a companion, delighting in the people, the scenery, and the novelty of the life, the four months of marching was a continual pleasure.

From Rawal Pindi, where the rail is left, the road into Kashmir runs for forty miles uphill to Murree, the summer headquarters of the Punjab Military Command, and from there descends twenty-eight miles to Kohala, in the valley of the Jhelum, which river is here the boundary between British India and Kashmir. The Jhelum is crossed by a suspension bridge at Kohala, and from this point the road runs for over ninety miles along the left bank of the river till it debouches at Baramulla into the main valley of Kashmir, within a few miles of the spot where the river leaves the Woollar Lake. The road is a very fine one, admirably aligned, but at the time I write of it was only partially completed, and we had to march about half the distance between Kohala and Baramulla, at which place the traveller into Kashmir usually enters the boats that convey him to Srinagar, the capital of the Kashmir State.

In the summer the heat in the Jhelum valley is very great, and though the scenery is fine, the river in a constantly recurring series of rapids cutting its way through the gorges of the impeding hills, there is not anything as a rule of remarkable beauty, and one's only object is to get through the journey as quickly as possible. The last few marches, however, are striking. The road runs below great cliffs

4: Durand G-3 (1888-93) 1900 AV1 Kashmir AV1

clothed with forest, at one time through the terraced fields of rich rice cultivation, at another through thickets of lilac, barberry, and hazel, and at another through the forest itself, here composed of magnificent deodars. Ruins of Buddhist temples by the roadside—some of them of great interest, and in a fair state of preservation—bear witness here, as do other remains on every well-known natural line of communication throughout the Hindu-Kush and Northern India, to the widespread power of the creed once ruling from Kandahar and Kabul to Bengal, of which now, throughout the continent of India, scarcely a trace remains, except in time-worn stones.

The valley of Kashmir, which is about eighty miles long by twenty broad, contains and leads to some of the most beautiful scenery in the world. Shut in by a great circle of snowy mountains, traversed by a fine river running through richly cultivated lands, adorned by a chain of lovely lakes, watered by a thousand streams, covered with numerous villages embowered in every species of fruit-tree, with lake and stream bordered by plane-trees, the magnificent "chenar," dear to the Mogul Emperors, and planted by them wherever they loved to dwell, the vale of Kashmir is, outwardly at least, the earthly paradise of the East.

The traveller generally leaves Baramulla in the evening, and his barge is paddled and towed up by sunset to a spot where boats tie up for the night. From this point, at early dawn, a start is made to cross the Woollar Lake. This great stretch of water has an evil name among the boatmen, for it is subject to swift and terrible storms, against which the keel-

4: Durand G-3 (1888-93) 1900 AVI Kashmir AVI

133 The journey up the river, though it offers many
137 beautiful views, is monotonous, and it is a relief to get out of your boat occasionally and to walk along the bank ahead of the men towing, or to cut off bends of the river by striking across country. In the spring the banks of the Jhelum are bordered for miles by broad bands of purple iris, with an occasional mass of the white iris showing the village graveyard; the air is delightful, and breathes new life into any one who has come up from the burning plains of India. When tired of walking there is nearly always a clump of the great plane-trees, or a single one growing on the river bank, to give the wayfarer pleasant shade, where he can sit and wait for his boat, sung into day-dreams of home in the far West by a chorus of sky-larks.

361 Srinagar itself is picturesque as approached by boat. The town, a huddled mass of lightly-built houses, in the construction of which timber takes a prominent part, lines both banks of the river. It is dominated by two isolated hills, one crowned with the battlements of the State prison and fortress called Hari Parbet, the other the Takht-i-Suleiman, or Throne of Solomon, topped by an ancient temple which has looked down on the crowded life below for many centuries, for it was built before the secret of the true arch was known. Behind these hills rise the rugged outlines of the mountains which form the boundary of
[401] the valley. As your boat ascends the stream it passes under bridge after bridge of wood built out from massive wooden piers on timber cantilevers, and the bank is lined with temples, whose roofs, covered with tin, shine like silver. Ruined quays, retaining

4: Durand G-3 (1888-93) 1900 AV1 Kashmir Av1

The changes
five years had wrought were great; the Kashmir troops on the frontier, instead of an ill-paid, undisciplined and ill-armed rabble, were an efficient body of troops regularly paid and well fed, who had given their proofs in severe fighting; good roads existed in the place of tracks torturing alike to baggage animals and laden men using them, and the rivers were bridged; extensive irrigation schemes, which were to prove of inestimable value to the people, were in hand; the authority of the Kashmir Government was firmly established on its frontier, and the influence of the British Government was paramount in the tract of country immediately south of the Hindu Kush.

I do not mean for a moment to infer that the work was complete, that perfection was attained, or that what credit there may have been was due to us on the frontier alone. The Kashmir troops, for instance, were but part of the great force of Imperial Service troops put at the disposal of the British Government in India by the Native Chiefs, but under us they had received their baptism of fire. It had been a great source of pride to me, who had followed the novel experiment with such cordial interest, to command Imperial Service troops at Nilt on the first occasion they had been in action, and to see them later in Chilas and elsewhere side by side with our own troops earning the admiration of all, and justifying their existence and the wisdom of the policy which had called them into being.

But some success we had achieved, and the object of the Government of India in establishing the

361 Places of interest—(A) The 4 following are some of the chief places of interest for tourists in Kashmir :—

(1) SRINAGAR.

Srinagar, the summer capital of the State, extends over an area of about 4 miles in length by about 2 miles in width. The river Jhelum winds its way through the thickly populated city situated on its banks. The river in the city is spanned at intervals by several bridges built by different rulers of Kashmir between the 15th and the 18th centuries. Some of these bridges have very recently been reconstructed. Going down the river in a ***shikara*** (a small boat), one comes across many picturesque sites, including old mosques and temples as well as numerous shops of woodcarvers, silver-smiths, papier mache manufacturers and dealers in the arts and craftsmanship for which Kashmir is famous. The main streets are all metalled and afford facilities for wheeled traffic through the city. An excellent and abundant supply of pure water is provided for the city by a network of pipes fed from a reservoir at Harwan, twelve miles away in the mountains. Just above the 7th bridge in the city is situated the Bonded Warehouse of Central Asian traders. Below the bridge has been constructed a weir or barrage to maintain the level of water in the river during the winter season. Higher up above the first bridge are situated the Civil Lines or residential sections with well-built bungalows and nicely laid out gardens. Nedou's Hotel is centrally situated in the Civil Lines. With the growth of tourist traffic in recent years, several new hotels have sprung up, particularly on the Boulevard which fringes a part of Lake Dal.

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The population of Srinagar according to the census of 1941 is about 2,08,000. It should, however, be remembered that during the six months of summer when visitors flock to Kashmir, the population of Srinagar rises by many thousands.

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The Srinagar Club is the centre of amusements, and recreation for European visitors and permanent residents. It has six excellent tennis courts as well as a good 18-hole golf course laid out near Nedou's Hotel. Tennis tournaments and many golf competitions are held every year by the Club. The Amar Singh Club consists mostly of Government officers, but it also takes a limited number of visitors as temporary members every season. There are

347 its beautiful cascades and fountains was laid out by Jahangir. There is a Trout Hatchery at Achhabal, which is fed by the water of the spring. Outside the garden, there is a small beautiful ground shaded with *chinar* trees. There is also a rest-house, with catering arrangements, situated quite close to the ground.

Vernag.—Another Mughal garden is at Vernag below the beautiful spring there. The place is fifty miles from Srinagar and 6,100 feet above the sea level. It is situated at the foot of the Pir Panjal and has a large spring in an octagonal basin and an arcade built by Jahangir. The [138] limpid water flowing from the spring is one of the principal sources of the river Jhelum.

(2) Hill Stations.

361 **Pahalgam.**—This hill station is situated at a distance 485 of 59 miles from Srinagar at an altitude of about 7,000 133 feet above the sea level, in the heart of the finest side valley of Kashmir, the Liddar Valley. The road to [140] Pahalgam from Srinagar is suitable for motor and lorry traffic during the spring, summer and autumn months. It attracts an increasing number of visitors every summer. It has hotels, post and telegraph offices, a Tehsil office, a dispensary, a police station and a conservancy staff. It is an important stage in the pilgrimage to the sacred cave of Sri Amarnath, which is 27 miles away. The great Kolahoi glacier, another attraction for visitors, is about 22 miles from Pahalgam.

Kokarnag.—Kokarnag which is at a distance of 50 miles from Srinagar and 10 miles from Achhabal has a group of springs from which ice-cold water flows. The camping ground is close to the springs. A cafe has recently been opened there.

Gulmarg.—This far-famed holiday resort is about twenty-eight miles from Srinagar, and 8,700 feet above the sea level. It provides many amenities for visitors. It has a high class hotel, post and telegraph offices, a dispensary, a police station and a Tehsil office. The hill station is placed under a Town Area Committee. A magnificent panorama is unfolded to the view from the circular road, 7 miles long, which commands a view of the Nanga Parbat ranges and the whole of Kashmir Valley. Khilanmarg, which is a favourite place for excursions

from Gulmarg, affords a glorious view of Kashmir Valley 3,41
and its surrounding mountain ranges including Nanga 4,83
Parbat. It is 1,600 feet higher than Gulmarg and can 133
be reached by a rough pony track through forest area. Towering over Khilanmarg is Affarwat, 14,000 feet above the sea level. It has a picturesque blue lake. One can ride to Khilanmarg and thence climb Affarwat on foot. Gulmarg has been developed as a modern hill station and continues to attract visitors, mostly Europeans, in increasing numbers, in the summer. It also attracts ski-ing enthusiasts in December, January and March each winter, when meetings are arranged by the Ski Club of India.

Tosmaidan.—This can be reached by three marches from Gulmarg, and is one of the most beautiful *marg* (literally meadows or pasture lands) of Kashmir. The path is steep, but fit for ponies.

Ganderbal.—This is a small village on the banks of the Sindh river at a distance of 13 miles from Srinagar, and 5,220 feet above the sea level. Visitors generally stay in boats moored along the river. By road it is half an hour's drive from Srinagar. As in Pahalgam and Gulmarg, there are here post and telegraph offices, the Government dispensary and a police station. The Sindh river and its tributaries in Ganderbal supply fish in abundance. Ganderbal is the starting point of excursions to famous places like Sonamarg, Baltal, Zojila mountain, Lake Gangabal and the Harmukh mountains.

Sonamarg.—This glacier valley is at a distance of 31 miles from Srinagar, and is 8,750 feet above the sea level. It presents one of the finest pieces of scenery in Kashmir and is noted for its bracing climate. A portion of the road [vii] to Sonamarg is metalled and the remaining is a fair-weather motor road. Large camping grounds are available in the valley. The famous Sri Amarnath cave and the Kolahoi glacier in the Liddar valley are accessible from this place also. Snow trout are available in the river at Sonamarg.

Gangabal.—This glen is about 11,730 feet above the [viii] sea level and contains an attractive lake. On one side of the lake rises the towering peak of Harmukh (16,900 feet). It is a place of pilgrimage for Hindus.

485 the sea level. It is situated at a distance of 42 miles
361 from Batote on the Banihal Cart Road, and a fair-weather motor road from this place to Bhadarwah has been constructed recently. The climate of the place is very cool.

Batote.—This is a hill station on the Banihal Cart Road at an altitude of 5,116 feet above the sea level, and at a distance of 78 miles from Jammu. It has a natural sanatorium surrounded by pine trees.

Kud.—This hill station with an altitude of over 5,700 feet above the sea level is situated on the Banihal Cart Road, at a distance of 66 miles from Jammu. It commands picturesque scenery. During summer months, it is an ideal hill station for the people of Jammu Province and the neighbouring areas in the Punjab.

Sanasar.—Sanasar is a beautiful valley at the top of Batote Range and is a good health resort. A fair-weather motorable road has recently been constructed from Patni top to provide easy access to this place.

788 Besides, there are a number of places of pilgrimage
491 both in Jammu and Kashmir, which attract a large number of people. Sri Amarnath cave in Kashmir situated at an altitude of 12,729 feet above the sea level, is an all-India Hindu shrine and attracts pilgrims from places far and near every year. The road from Srinagar to Pahalgam, about 60 miles, is metalled, and thence there is a pony road of about 27 miles to this cave. Sri Vaishno Deva in Reasi Tehsil in Jammu Province similarly attracts large number of pilgrims every year. The road is open to motor and lorry traffic as far as Katra, and from that place, the cave can be approached by ponies or mules. Hazratbal, at a distance of about 5 miles from Srinagar, has a shrine of Muslims associated with the holy Prophet. The shrine is approached both by a metalled road and Lake Dal and attracts many Muslim visitors.

660 The Jammu and Kashmir State provides a vast field for men of different tastes and interests. The holiday-maker finds in Kashmir the chief garden of Asia, with scenery hardly surpassed anywhere else in the world. For the lover of sport a wide range of game is available. The botanist and the zoologist have here a great wealth of flora and fauna. The lovely glens and the shaded mountain spurs in their picturesque settings provide an inexhaustible theme to the genius of the poet and a background for the contemplation of the philosopher. For the

the country's resources and in the expansion of trade. Another brother of the Maharaja, Raja Ram Singh was for several years the Commander-in-Chief of the State forces. 175 648 643

In 1877, a British Officer had been stationed as Political Agent at Gilgit. He had been withdrawn in 1881, but in 1889 the Agency was re-established. The Agency comprised the chiefships of Hunza and Nagar and the governorships of Punial, Yasin, Kuh-Ghizr and Ishkoman. Hunza and Nagar, separated from each other by a river, are in the extreme north of the territory. The inhabitants of the former are mostly Maulais and of the latter Shias. In 1885, the Kashmir garrisons at Chaprot and Chalt were attacked. When the British Political Agent, Colonel Durand, visited Hunza and Nagar in 1889, the chiefs made an apparent submission, but they failed to keep the conditions agreed upon. Hostilities broke out, and after some fighting, Hunza and Nagar were occupied by a combined force of the British India and the State troops in 1891. The Chief of Nagar was reinstated by His Highness' Government. But the Chief of Hunza fled to Chinese Turkistan, and his half brother, Safdar Khan was installed in his place. 175 648

The Sialkot-Jammu Railway was opened to traffic in 1890. The Jhelum Valley Cart Road, 132 miles long, which had been commenced in the time of Maharaja Ranbir Singh, was completed in the early nineties. The part of it between Kohala and Baramulla (98 miles) had been opened in 1889. The road connects Srinagar with Kohala. A bridge at Kohala joins His Highness' territory with British India, and from the bridge runs a 64 miles road through Murree to Rawalpindi. The construction of the Banihal Cart Road is another achievement of the late Maharaja's reign. Its importance lies in the fact that it connects Srinagar, the summer capital of the State with Jammu, the winter capital, which is also a railway station, without passing through British Indian territory. The two routes together with their branch roads form one of the finest systems of mountain-roads in the world. 496 491

A few words about the old routes to Kashmir appear to be necessary here. The Murree route from Deval to Baramulla consisted of eleven marches. Deval could be reached by cart from Rawalpindi. It was usual to take a boat at Baramulla for Srinagar. But even this short journey took more than 24 hours. Then there was the 487

487 Pir Panjal route. In the reign of Maharaja Ranbir Singh, visitors generally used this way. It had been the favourite route of the Mughal emperors and nobles, and the remnants of the Mughal *sarais* are still to be met with almost at every halting place. The nearest railway station for this route is Gujrat. The distance from Gujrat to Bhimber, which was about thirty miles, could be covered by cart. From Bhimber, Srinagar could be reached in 12 marches of 10 to 15 miles each. The high Pir Panjal range had to be crossed on this route. Thana Mandi lay at a distance of 70 miles from Bhimber. A traveller could take the Poonch route from Thana Mandi and complete the journey in 8 marches by way of Uri. This was, however, difficult and not much favoured.

491 It will thus be seen that the construction of the two roads connecting the Punjab with Srinagar was no mean achievement. Lakhs of rupees were spent on the *pucca* bridle road to Gilgit. Another bridle road connected Srinagar with Leh in Ladakh. Considerable expenditure was incurred on the maintenance and repairs of these roads, all of which passed through difficult mountainous countries. In 1894, the postal service of the State was amalgamated with the imperial service, and in 1897, His Highness' Government entered into an agreement for exchange of services between the State and the Imperial telegraph systems.

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651 In 1887, His late Highness requisitioned the services of a British Officer from the Government of India for the purpose of land settlement. But the real credit for the settlement must go to Mr. (afterwards Sir) Walter Lawrence, who was appointed Settlement Commissioner in 1889, and who brought great sympathy and understanding to bear on his task. The first settlements in Jammu and Kashmir were completed in seven years. The settlement of Astore and Gilgit was completed in 1894. The main features of Mr. Lawrence's work which had the complete approval of His late Highness and the State Council were :—

(a) The State demand was fixed for 10 years.

(b) As a first step towards substitution of payment in cash for payment in kind, the proportion of the latter was so fixed as to cause the least hardship to the cultivators and maintain the confidence of the city population.

Rs. 17 lakhs, is in progress. His Highness' Government were among the first in India to set up a special organization for T. B. diseases. The Tuberculosis Department now maintains 5 institutions, 3 in Kashmir and 2 in Jammu, including a well-built and properly staffed Sanatorium at Tangmarg in Kashmir. Special staff is maintained for fighting epidemic diseases. Jammu Province was perennially afflicted with considerable outbreaks of plague in certain areas. An anti-plague scheme was tried in Jammu some years ago and since then this Province has been comparatively free from the disease. The magnitude of work done by the special epidemic staff may be judged from the fact that during the cholera epidemic of 1935, 13,00,000 inoculations were performed in Kashmir Province. This is believed to be the record number of mass inoculations performed anywhere at one time. In August 1941, there was another outbreak of cholera in Kashmir Province, but it was soon brought under control. Special measures to combat malaria in Jammu Province are under consideration. Active measures have been taken to meet the danger of venereal diseases that are particularly prevalent in certain areas in Jammu Province. Special dispensaries have been maintained for the treatment of these diseases. In addition, educational propaganda is being carried on so that enlightenment may lead to the prevention of these diseases. A Committee has been set up to consider the adoption of further measures to check these diseases.

The Medical Department has recently been reorganized with the object of extending the range and quality of medical relief to the people. The staff has been strengthened and medical officers appointed in each district to supervise the medical and health work in the districts concerned.

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In a mountainous country like Jammu and Kashmir State, the problem of communications is very important. The two principal roads that link the State with British India are (1) the Jhelum Valley Road and (2) the Banihal Cart Road. Both are metalled. The length of the Jhelum Valley Road is 132 miles, of which about half is

tarred. This road runs from Srinagar to Kohala connecting Kashmir Valley with Murree and Rawalpindi. From mile 111 (Domel), a branch of this road runs towards Ramkot and connects the valley with the Hazara district. There is heavy vehicular traffic on this road which is maintained in a fairly good condition and remains open to traffic throughout the year. 491

The Banihal Cart Road, which has a length of 200 miles, connects Srinagar with Jammu, the winter capital of the State. The road traverses the Banihal Pass which is at an elevation of 9,000 feet from the level of the sea. About 100 miles of this road have been tarred. It is the most important road in this State, as it runs through the heart of Jammu and Kashmir territories to the Jammu (Tawi) railway station. Due to heavy snow-falls, however, a portion of the road generally remains closed during winter months. A heavy snow-plough and a bull grader have been purchased for the clearance of the snow. They have been found very useful in removing the snow quickly and economically when it has not accumulated to a depth of more than 2 feet.

Attention has been given recently to the work of widening of this road at bad corners and removing the curves on it, and thus shortening the distance between Srinagar and Jammu.

The Leh Treaty Road is in point of importance, the third road in the State. It is the main trade route connecting Ladakh and Central Asia with India. This road is metalled up to Gandarbal. From there to Sonamarg, a distance of 38 miles, a fair weather motorable road has been constructed. The rest of the road is a bridle path.

The fourth road is the Bandipur-Gilgit road with a political importance similar to the Leh Treaty Road. It runs over the Burzil pass and is 193 miles in length. Owing to the lease of Gilgit to the Government of India in 1935, the State is now maintaining only 165 miles of this road. It is a bridle road throughout.

Several minor roads have been newly constructed in recent years and interior mountainous parts of the State have been thrown open to traffic to provide better facilities for trade. The Batote-Bhadarwah fair weather road was recently opened to light motor traffic.

The Jammu-Suchetgarh Railway is so far the only railway in the State. But motor lorry services connect [496]

491 all the districts and important towns, except those in the frontier, with one another. Two bridges, one over
[731] the Chenab at Akhnoor and the other over the Tawi at Jammu, have been built at a cost of about Rs. 8 lakhs. The bridge at Akhnoor is believed to have the largest unsupported span (450 ft.) in India. The bridges over the Jhelum between Muzaffarabad and Domel and those over the Kishanganga between Muzaffarabad and Garhi Habibullah, which had been washed away during the flood of 1929 were replaced at a considerable cost. Following this flood, an elaborate scheme estimated to cost about Rs. 20 lakhs was sanctioned for the prevention of floods in future. The bunds of the river Jhelum have been raised at several places, and it is gratifying to note that there has been no major flood in Kashmir during the last 12 years. The moderately heavy flood of September 1941 passed on with no damage to the city. The Ujh River in Jammu Province is, as an experimental measure, being spanned by a reinforced concrete submersible bridge, the foundations of which are so designed as to safeguard against scour in heavy floods. If the experiment succeeds, similar bridges will be constructed on the large sandy streams.

655 Telegraph, telephone and wireless services have also been developed in recent years, and all important places have been linked up. There are two wireless Radio Stations, one at Jammu Cantonment and the other at Naushera. Proposals for establishment of aeronautical services between British India and the State are under
313 consideration. For irrigation purposes, the P. W. D.
657 maintains 10 canals, five in Jammu Province and five in Kashmir Province. Of the latter, one was completed about 13 years ago, while two have been completed recently.

Water supply in the cities of Srinagar and Jammu has been considerably improved and old pipes have been replaced at several places by new ones. In the remote parts of Jammu Province where there is scarcity of water, efforts have been made to supply drinking water by means of tanks, wells and pipes. Where spring water and other natural sources of supply are available, satisfactory arrangements for drinking water have been made. As has been shown elsewhere in this note, great efforts are being made by the Rural Development Depart-

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The total expenditure incurred by the Jammu Municipality during the decade is as under :—

	Rs.
Expenditure on Public Health	... 339,849
" " Sanitation and Sanitary improvements	... 165,239
" " Public Instruction	... 5,921

86 streets were paved and drained, 43 were drained only, one new road and one nullah were constructed, 2 roads were remetalled, and 399 lights were added.

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21. Improvement in Communications.—The principal requisites for the material prosperity of a country is a sound system of communications by land, by water and during the recent progressive times also by air. By breaking up the isolation of the different parts of a country, bringing into closer and immediate contact the village and the town and enabling the speediest development of the agricultural, mineral and other industrial resources of the country a backward tract is soon brought to the front rank of civilized and advanced countries through the blessings of improved systems of transport and communications.

Want of suitable communications and transport facilities have proved great obstacles to the political and economic development of India and constitute still greater impediments in the case of our State. In India a large part of deficiency has been made up by the various systems of Railways and Roads which have worked great economic and social improvement by breaking up the isolation of the village, the immobility of labour and the conservatism of the people.

Unfortunately due to the hilly character of the country the average height of which is 5,600 feet above sea level and the mountain barriers that dismember it, the work of improvement is not so easy and the progress cannot be expected to be as speedy as in the plains. In 1889 there was no continuous road to drive through in Kashmir although there existed patches of small lengths between different towns. The routes were difficult and passed over dangerous ascents and descents rendering the journey to Kashmir valley very difficult. Thanks to the generous grants expended by His Highness' Government on improvement of communications from year to year that during the short space of 40 years we find that marvellous progress has been made in this direction. The following are the principal road systems : —

The Jhelum Valley Road.—This road has a length of 132 miles from Srinagar to the Kohala Bridge where a further length of 64 miles of Kohala-Murree-Pindi route of the British territory connects the valley with the Punjab. Till the year 1922 this was the only road for vehicular communication between the Punjab and Kashmir. This road has no doubt opened up the country to a great extent and given great impetus to export and import trade which during the last decade has considerably increased in volume. The old-type ekkas and bullock-carts a delaysome and costlier means of transport have been replaced by modern means of cheap and speedy transport by motor lorries. The increase of trade and traffic is evidenced by the increased revenue from the road toll which amounts to 3 lacs a year.

Garhi-Habibullah Road from Domel.—This road with a length of 12 miles links up the State with the Hazara border at Ramkot from where vehicular traffic passes over the Garhi-Habibullah road in the British territory till it joins Railway at Abbottabad. During the decade improvements costing Rs. 97,524 were effected on this road.

The Banihal Cart Road.—Both the above routes to Srinagar being lengthy and tedious did not bring that close touch between the two provinces

491 of Jammu and Kashmir which was so essential for the development of the State. A long travel through the railway from Jammu to Rawalpindi, a
494 tedious nightly change at Wazirabad Junction, arrangements for transport at Rawalpindi and then a halt on the way either on the British or the State side of Kohala were factors which combined to make the journey a tedious and uninviting one. To remedy this defect the Banihal Cart Road was started in 1909
491 and completed in 1922 at a cost of 43 lacs. It provides a direct link between
653 Jammu and Srinagar (the two capitals of the State) and passing entirely through the State territories it covers a total length of 203 miles rising from Jammu to the Patani Pass at an altitude of 7,000 feet and then after dropping down to the valley of the Chenab at Ramban it rises to the Banihal Pass at an altitude of 9,000 feet whence it drops again to the valley of Kashmir which has a uniform level of over 5,000 feet above sea. The opening of this important road in 1922 imparts to the decade under review a special significance as the work is perhaps the biggest and costliest feat accomplished in the history of the State Public Works Department. The road is progressively gaining in importance and popularity and during the last few years the volume of traffic has so much increased that in 1987-88 (1931) 14,017 motor lorries, 3,612 motor cars, 495 tongas, 63 ekkas, and 197 bullock-carts passed over the road in a single year and the road toll receipts averaged to Rs. 200,000 per annum. The small figures of traffic in the case of tongas, ekkas and bullock-carts is a clear evidence of the facts that these slow means of transport have been almost completely ousted by the motor vehicles and the slight trace still lingering only plies between short stages and not on the entire length of the road journey.

The Srinagar-Ganderbal Road, the Nasimbagh Road and Achhabal-Anantnag Roads were metalled during the decade while general improvement and tarring of the Srinagar roads, the widening of the Gupkar Road and the construction of the Boulevard Road from the Gagribal to Sherazibagh round the Dal Lake mark a great step towards advancement. In the Jammu Province the progress during the decade has by no means been slow as is evidenced by the completion of the Mirpur-Chechian Road at a cost of Rs. 251,913 in 1986 (1929) which has greatly helped the development of trade, traffic and the resources of the country. Its utility for military purposes was established during the recent disturbances when it served a very useful purpose in carrying regiments of the State and British Military to quell the agitation in Mirpur and surrounding area.

491 *Samba Road.*—Although only 17 miles out of 21 of this road have been metalled and wire netting has been spread over the sandy portions to facilitate traffic, yet the road is open to lorry traffic and Samba—important stronghold of the Dogra Rajputs—is only at one hour's distance from Jammu now.

Jammu-Kathua Road.—Though only a fair weather road and *kaicha* yet its opening has brought the Kathua District Head Quarters (which formerly could only be reached in two days through a circuitous route proceeding upto Pathankote by Railway and then over miles of bad road) into direct touch with the Capital (Jammu). The journey of two days can now be accomplished in four hours in a lorry which also goes to Jasmergarh tehsil. It is hoped that greater attention to this road in future will open out this part of the country which has very good rice producing areas.

Akhnur to Hamirpur Sidhar (length 21 miles).—Passing along the mainline of the Pratap Canal upto its tail it takes a turn to Hamirpur Sidhar. This is a *kaicha* road and if it is extended to Manawar, as is proposed, Jammu will be connected with Mirpur through an all-State route leading to greater security and prosperity of His Highness' subjects in Mirpur Wazarat and Akhnur tehsil.

Kathua-Basohli Road.—Formerly a wholly bridle road with a length of 24 miles out of which 18 miles pass almost through hilly tracts has now been made fit for wheeled traffic for the first nine miles and estimate of Rs. 68,000 has been framed to make the whole of it fit for wheeled traffic.

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Katra-Suketar Road.—This motor road branching off at Suketar (18 miles from Jammu on the Banihal Cart Road) and terminating at Katra town has brought the head-quarters of the Riasi district nearer to Jammu and is a great boon for the pilgrims to Trikuta Devi. Out of a total length of 10½ miles 8 miles have been metalled during the decade at a cost of Rs. 72,955.

Besides the above the improvement and metalling of the Jammu roads has made the city more neat and beautiful and the construction of the Gumat-Shalimar road has relieved the congestion of traffic in the city.

Bridges.—In Kashmir apart from the construction of the Barbarshah and Safakadal bridges and laying out of separate footpaths on the Amirakadal bridge in the city, the Domel and Kishenganga bridges which were washed away by the floods of 1929 were rebuilt at a cost of Rs. 114,300 restoring communication with Muzaffarabad; and Khudwani bridge over the Vishow river was also reconstructed and has restored the communication to the Kulgam tehsil.

In the Jammu Province the Karai Suspension bridge on Marwa river on Kishtwar Symthan Pass was newly built at a cost of Rs. 12,487 and suspension bridge over the Chenab at Doda was also completed at a cost of Rs. 20,426 during the decade. Of the big bridges that on the Bahlol Nalla which in the rainy season widened to ½ mile and rendered passage of wheeled traffic impossible on the Jammu-Sialkot Road was completed at a cost of Rs. 123,278, thus removing a great nuisance of the motorists who were held up half way on the road and had to wait till the subsidence of the waters. The volume of wheeled traffic over the old suspension Tawi bridge had assumed such abnormal proportions that it became essential to widen the bridge and have a new pukka construction substituted in its place. A new girder bridge having a central roadway of 18 ft. for vehicular traffic and side walks of 8 ft. each for pack pony and pedestrian traffic has been constructed over the existing piers and abutments. The bridge is five feet higher than the highest flood level and was completed at a cost of Rs. 3,44,000 after the close of the decade under review.

The total road mileage as maintained by the Public Works Department shows an increase of 415 miles out of which 247 miles represent the increase in the metaled roads only as will be shown by the following statement :—

	1921.	1930.	Increase.
Metalled Roads ..	344	491	247
Semi-Metalled Roads ..	130	23	—98
Kutcha Roads ..	2,258	2,553	266
Total ..	2,232	2,647	415

The total expenditure on the Public Works Department including roads and buildings is Rs. 33,377,010. Besides the above roads, some roads in the Kashmir Province are looked after by the Revenue Department and some forest roads by the Forest Department.

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22. Development of Industry.—It has now become a proverbial saying that the State of Jammu and Kashmir is exceedingly rich in natural resources which at the present moment are in an inactive state or have reached only the infant stage of development. The principal natural resources available to the State and its people for raising wealth and converting that wealth into necessities of life required by the higher standard of life into which the progress of civilization is pushing the peoples of the world day by day are noted below and the ensuing pages shall take account of all these sources of wealth, starting with

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433 668 *India's*. The importance of Kashmir water to W Punjab, for both irrigation and power, has been stressed already; Kashmiri timber was also very important to W Punjab, and conversely had its main outlet there, since exploitation depended largely on rafting down the rivers which all flowed into *W* Punjab. The Sialkot sports goods industry used Kashmir willow and resin. The import of salt for the Kashmir tanneries is also more costly from *India* than from the Salt Range mines, and Pakistan would obviously find it easier to supply the food deficit than would *India*. Oil is essential for transport into the Vale, and Pakistanis claim that the natural supply would be from Attock or SW Asia through Karachi.

491 The natural links of Kashmir are mainly with W Punjab. All roads are difficult to maintain, but the Jhelum route is really the only all-weather one. It is only 185 miles from Srinagar to Rawalpindi, 250 to Amritsar, and the *Indian* route is badly snow-bound (or at least impeded) for three months on the Banihal Pass, while its sub-Himalayan stretch lies athwart the drainage of an area notoriously liable to gullying and landslips. Fruit and timber were the largest exports from Kashmir, and while Pakistan has far more potential resources in temperate fruits than has *India*, the timber situation is the reverse.

631 668 Six years after the original outbreak no solution of this not so cold war was remotely in sight. At this stage Shaik Abdullah showed signs of playing his own hand and was obviously reluctant to enter the *Indian* union on the same terms as the other states; indeed he secured substantial constitutional concessions. His supersession further inflamed Pakistani feeling, fearful of a *fait accompli*; but at the same time the crisis held a clear warning that *India* also could overplay her hand *vis-à-vis* the Kashmiris. Hence the dramatic suddenness with which, in August, 1953, both countries agreed at last on a time limit—twelve months—for the ever-receding plebiscite.

But the organisation of it will raise difficulties. Is it to be a simple yes or no, *India* or Pakistan? If the Kashmiris are to decide, it might be that they should have the option of opting for neither, risky as that might be. *India* and Pakistan are likely to be at one in vetoing this, if in nothing else. Then again neither side, for internal political reasons, could well accept complete cession as a result of a possibly narrow adverse majority. However unsatisfactory, and however difficult it is to decide on the basic units, partition seems the only way out.

Indus Kohistan and Gilgit

Nanga Parbat and the Gorges

133 Nanga Parbat, the mighty NW pillar of the Great Himalaya, is almost separated from the main mass by the valleys of the Kishen Ganga and the

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133 The Indus furrow is in general broken, rocky, barren, and dry. But every snow-fed tributary builds its fan, and where there is enough water the stream is split into radiating channels: "the living greens of apricots, willow trees, and little fields of barley make the surrounding desert appear uniformly parched and brown." E of Leh the Indus flows for 20 miles along a fault which brings it against the softer Eocene rocks; here there is a little alluvial plain and the fans "end abruptly against swampy fields, so that a man can stand with one foot in a desert and the other on damp green [161] grass". This is perhaps the best-peopled part of the region, which has an average density of 4. The plain is dominated by Hemis Gompa, the most important Buddhist monastery of Little Tibet.

241 Beardless *grim* barley is the dominant crop, and can be grown to nearly 15,000 ft; at lower altitudes two crops a year may be possible, as the plant matures very quickly. Wheat, buckwheat, pulses, roots, and lucerne are grown in sandy carefully-manured soils; new soil is brought to the fields from hill-side pockets, or sprinkled on the snow to melt it when it lies late. Ploughing and transport are mostly by the *dzo*, the offspring of the cow and the yak bull. The grain is ground by water-mills of rough but ingenious construction.[34]

221 511 771 The people are in part nomadic—the Champa herders of sheep and yaks—but the Ladakhis proper are for the most part settled agriculturalists. Although they are often in debt to the monasteries, these are apparently very amenable creditors, and the peasantry is on the whole much more prosperous than the Muslim Baltis down-river; there seems little doubt that this is mainly due to the check on population provided by polyandry and monasticism. The whole atmosphere is Mahayana Buddhist, and the most prominent features of the cultural landscape, after the irrigated *fans*, are the monasteries, the innumerable *chorten* shrines, prayer wheels, fluttering streamers to affright the demons, and the long piles of *mani* stones on the approaches to villages: "heaps of rubble, shaped like sheds, with a width of twenty feet, a height of five or six, and a length of from fifty to a thousand . . . covered with hundreds of flat stones on each one of which the lamas had inscribed the universal prayer" *om mani padme hum*.[35] Hard as life is, swayed by the most fantastic demonolatry, the people have their full share of the usual Buddhist—or Mongol—cheerful good-fellowship, and are not without amenities: festivals in the winter and, in the short slack season as the barley grows, a living and intricate religious art of painting and dance.

491 433 In normal times the transit trade was an important source of income: through Skardu lies the trail to the Muztagh Pass and Kashgar; at Leh, a

[34] Details and illustration in Hutchinson, *op. cit.*, 91–94.
[35] E. Huntington, *The Pulse of Asia* (1907), 58–60; cf. G. Dainelli, *Buddhists and Glaciers of Western Tibet* (1933), 41–90, an admirably vivid description.

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pleasant little caravanserai town, converge the roads from the Zoji La and the high Himachal Pradesh passes, the Indus road into Tibet itself and eventually to Lhasa, and the route via the Saser and Karakoram Passes (17,480 and 18,290 ft) into Sinkiang. Leh owes its importance mainly to the unusual size of its fan—5 miles wide and 1000 ft thick; purely Tibetan in aspect, it is dominated by the palace of the old Ladakhi kings, a miniature of the Potala at Lhasa.[86] But the Sinkiang trade has been declining for years with the increasing pull of Soviet Asia, and the war in Kashmir has disrupted the external contacts of this remote and fascinating little world.[87]

The Karakoram

Here, rather than on the Pamirs, is the Roof of the World, a mass of rock and ice extending for 250 miles from the Shyok to the Hunza, with the greatest assemblage in the world of giant peaks—33 over 24,000 ft—culminating in the tremendous keeps of the three Gasherbrum summits, all over 26,000, and finally K2 itself (Fig. 67). K2 (Mt Godwin Austen) is an almost regular cone of ice and limestone on a granite/gneiss base; at 28,250 ft it is exceeded only by Everest, but the latter has no such spectacular company of high peaks around it, and "above all it does not display such an immensity of silence and desolation".[88] The very passes are rarely lower than the summit of Mt Blanc (15,782 ft) and several are over 18,000; though some of those shown on the map are probably topographical cols rather than passes in a real sense, the W Mustagh, at 19,030 ft, is certainly the highest trade route in the world. The name Karakoram means 'black gravel' and has been extended from the relatively subdued terrain—at 18,000–20,000 ft!—around the Karakoram Pass in the E.[89] Geomorphologically the region is intensely interesting; its human geography is obviously almost non-existent, but what there is may fairly be called heroic.

As we have seen (Ch. I, 16, 25–26), the Karakoram is probably much older than the Himalaya, as shown for example by the absence of Tertiary sediments between Ladakh and the Nn flank of the Kunlun. Its actual relations with the other ranges of the great orogeny remain obscure; to the NW the Karakoram Ranges abut onto the Pamir/Hindu Kush in a country of very confused topography, while their continuation to the SE is still debateable, but probably via the Pangong Range into the Kailas. The divergence of Himalayan and Karakoram trends is most clearly seen N of the Shyok, but de Terra, who regards the Ladakh Range as the first member of the Karakoram system, draws attention to the swing from NW/SE to W/E

[86] See plate at p. 74 of Deinelli, *op. cit.*

[87] This is dealt with in M. Geary, "Western Tibet" (London Ph.D. thesis, 1948)—a full and admirable study which I have regretfully refrained from using for reasons of space.

[88] F. Grenard, *Haute Asie* (*Géographie Universelle*, Paris (1929) T.VIII), 343.

[89] Heights and range-names in this section from the beautiful map of the Karakoram (1/750,000) published by the Royal Geographical Society.